AMENDMENTS TO THE SPECIFICATION

Please replace the third full paragraph on page 5 of the application with the following replacement paragraph:

The automatic adaptation of the angle α to the operational conditions can preferably be brought about by changing the injection speed, i.e., the impulse of the air jet 26. An impulse increase can be implemented [[eg.]] in a simple way whereby the cross-section through which the air emerges from the guide pipe or an air outlet 32 ~~channel~~, is reduced. Because the way the air passes through the blower is essentially controlled, a narrowing of the cross-section at the outlet 32 leads to increased flow speed and an increased air flow impulse. The increased impulse means that the depth to which the free jet penetrates into the cabin is increased. Overall, with these measures it is possible to achieve better flow topology within the cabin. During constant flight, which is the norm, only relatively low flow speeds are required for the air jet, and so drafts ~~draughts~~ can be avoided.